

Pinal County Corridors Definition Study US 60 Corridor Definition Study Williams Gateway Corridor Definition Study

Public Open Houses

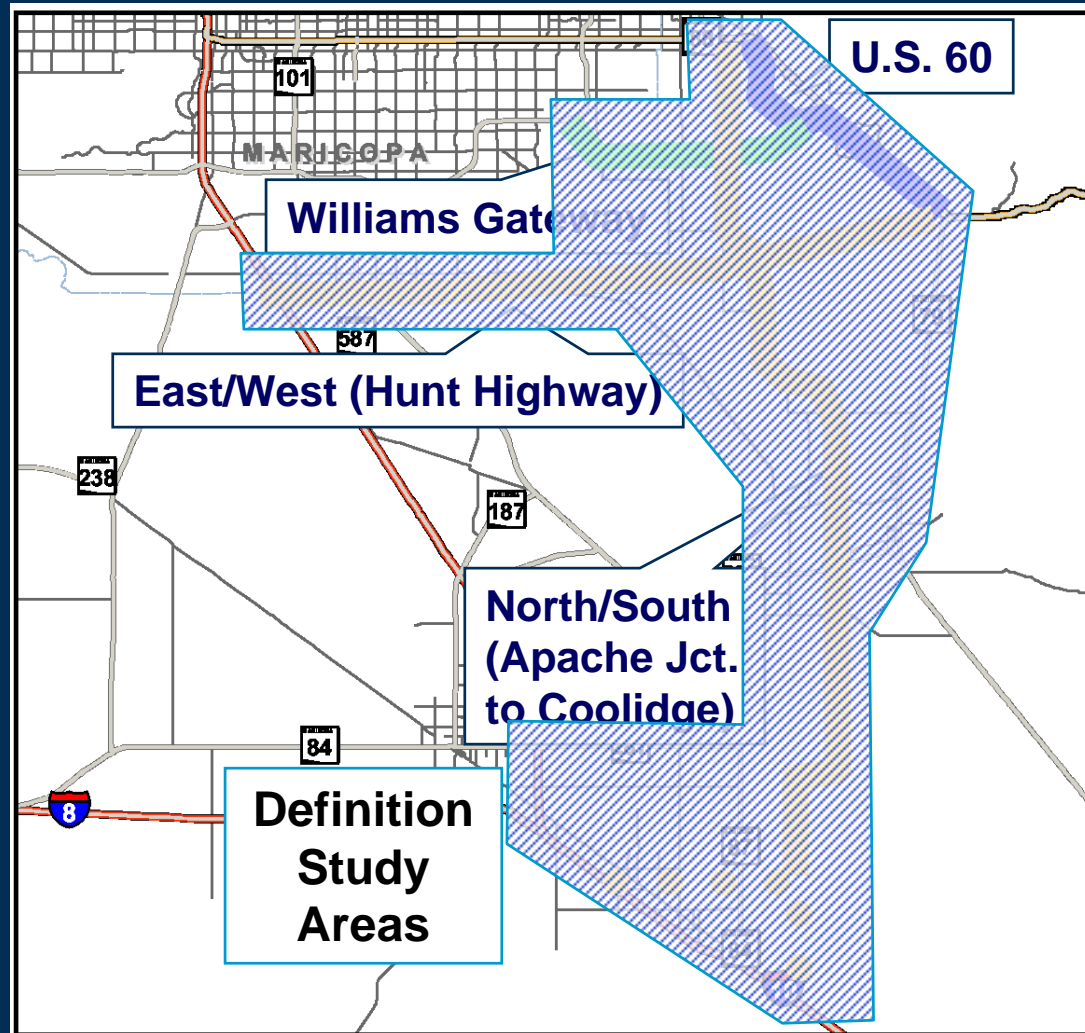
presented by
**Arizona Department of Transportation
Transportation Planning Division
State and Regional Planning**

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Outline

- Overview
- Needs Analysis
- Corridor Concept
- Feasibility Analysis
- Preliminary Recommendations

Corridor Study Areas



Overview

Purpose

- **A fresh look at corridors identified in SEMNPTS**
 - Are any new corridors needed?
 - Are they feasible for construction?
 - If needed and feasible, should they be state facilities?
- **A Corridor Definition Study is not intended to:**
 - Recommend a road for which need is not established
 - Recommend a road that is not feasible to build
 - Determine an exact alignment for the road
 - Design any aspect of the road

Overview

Coordination

- **Extensive coordination between three study teams**
- **All three studies managed and coordinated by ADOT**
 - Each study guided by Technical Advisory Committee (TAC)
 - TACs comprised of representatives from local, state, and federal, and tribal agencies
- **Public Participation**
 - Public Open Houses
 - Stakeholder / Focus Meetings
 - Consultation with rural elected officials

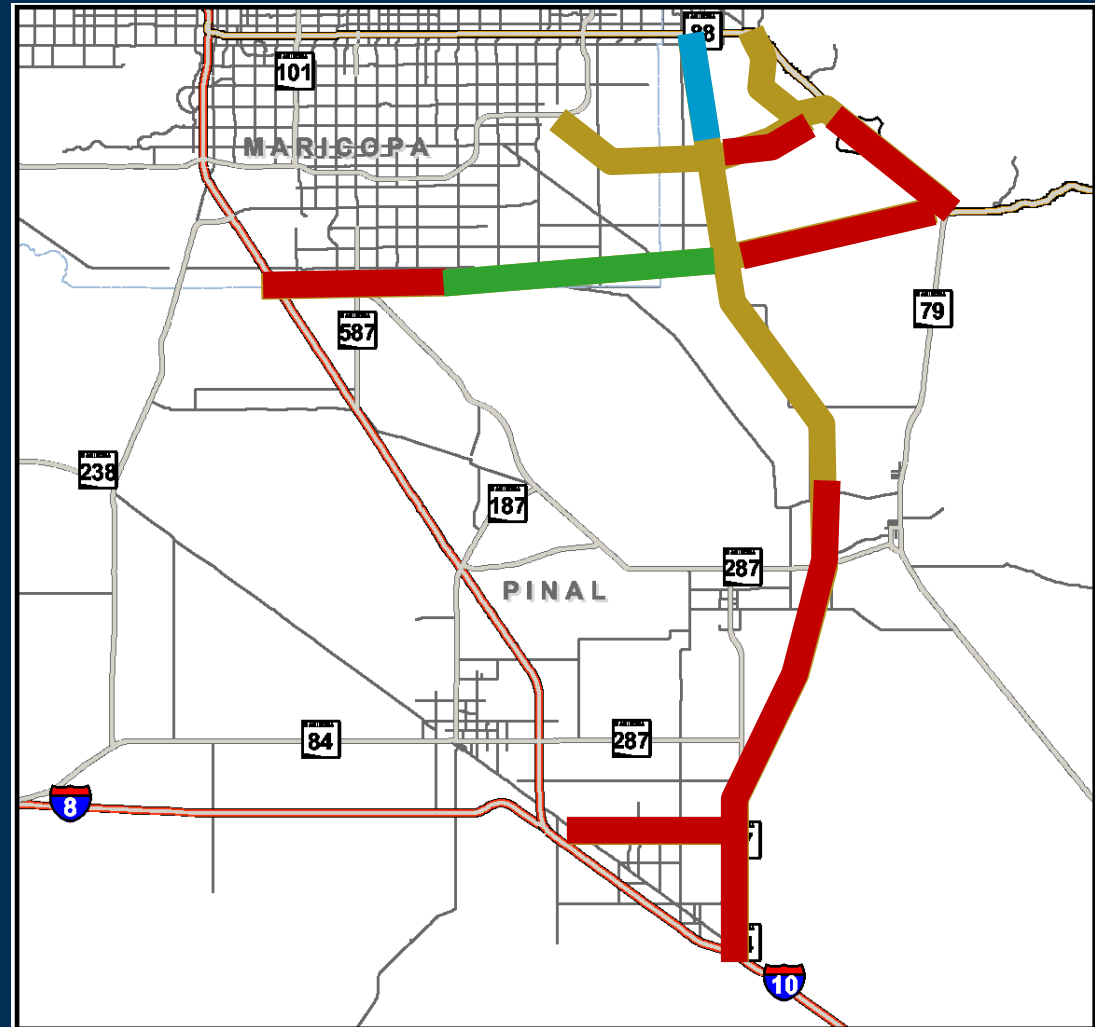
Needs Analysis

- **Pinal County Planning Model (PCPM) established:**
 - One study area for all three studies
 - Combines information from MAG, Pinal County, and local jurisdictions
 - Forecast population, employment, and traffic to 2030
- **Several Corridor Concepts tested**
- **Preliminary Recommendations**
 - New Corridor concept
 - + 4 to 6 lane local arterial network
 - + 4 lane state highway system in certain areas

Needs Analysis




Preliminary Concept for New Corridors

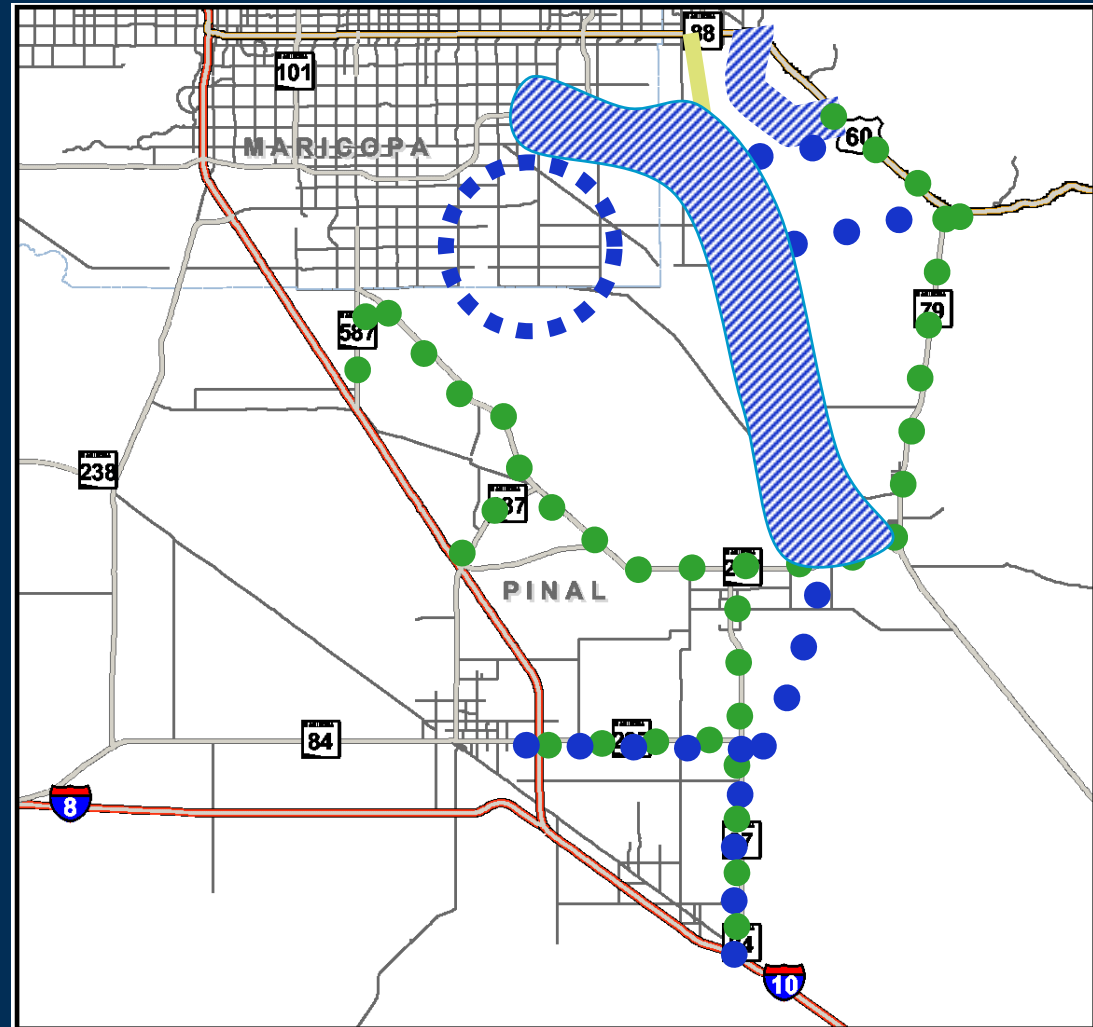
- Initial draft corridors
- Travel demand does not justify additional capacity before 2030
- Travel demand does not justify a freeway
- Facility would not provide regional connectivity



Needs Analysis

Preliminary Concept for New Corridors

-  Draft corridor concept
-  Corridor protection by zoning authorities
-  Potential for local arterial or parkway
-  Unresolved local/regional issues with arterial network
-  State Highway access management



Feasibility Analysis

Feasibility Components

- **Purpose**

- Identify pros and cons of corridor options
- Identify fatal flaws, if any
- Define corridors to the extent possible

- **Feasibility Components**

- Engineering
- Environmental compliance
- Socioeconomic and land use
- Community concerns
- Cost and right-of-way

Initial Feasibility Findings

Engineering Feasibility

- Corridors cross undeveloped State Trust land
- Acceptable locations for construction exist
 - Fissures not located within corridors
- Connections between corridors, and to existing highways, not yet determined
- Crossing of the CAP canal could present engineering and environmental challenges

Initial Feasibility Findings

Environmental Compliance

- **Drainage studies are required to identify the specific location of possible future roads**
- **Mitigation will likely be required for environmental concerns (drainage, species, archeological sites, recreation, etc.)**

Socioeconomic and Land Use

- **Coordination needed with local governments and private developers**

Initial Feasibility Findings

Community Concerns

- **Support from Pinal County and local jurisdictions for US 60 re-route and N – S corridor**
- **Support from Pinal County and Apache Junction for N – S parkway south of US 60**
- **Opposition from local residents to any improvements to or near Hunt Highway**

Preliminary Recommendations

- **Two new corridors may be recommended to the State Transportation Board to be designated as state routes:**
 - **US 60 reroute**
 - **North – South corridor between Loop 202 and SR 79 / SR 287 area**

Cost Issues

- **Approximately 50 miles of new corridors may be recommended**
 - Average cost of Phoenix area freeway centerline mile: \$42,000,000 (ROW + construction)
 - Estimated cost of new facilities > \$ 2 B
- **Upgrade of existing state routes to four lane access controlled facilities**
 - Estimated cost of widening to meet 2030 needs > \$600 M
 - Estimated cost of widening in entire study area > \$900 M
- **No funds for further study or construction have been identified**

Next Steps

- **Planning studies**

- **Local long-range multi-modal planning:
ADOT + regional planning agencies + local jurisdictions**
- **Access management**
- **Regional Profiles – State Highway System**
- **Detailed financial analysis**
 - **Bonding**
 - **Tolls**
 - **Other**

- **Engineering / Environmental studies**

- **Right-of-way protection**

Considerations

- **Future of State Trust land is key to development in study areas**
 - **Long-range land use planning by State Land Department and local jurisdictions**
- **Development of transportation network depends on partnerships between state, regional, local governments, and private sector**